

# Nicollet Avenue Reconstruction

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**Public Information Meeting**  
**July 12, 2011**



**Minneapolis**  
*City of Lakes*



# Agenda

- **Introductions**
- **Project Background**
- **Roadway Design Update**
- **Streetscape Elements**
- **Construction Phasing/Staging**
- **Process/Schedule**
- **Questions/Next Steps**

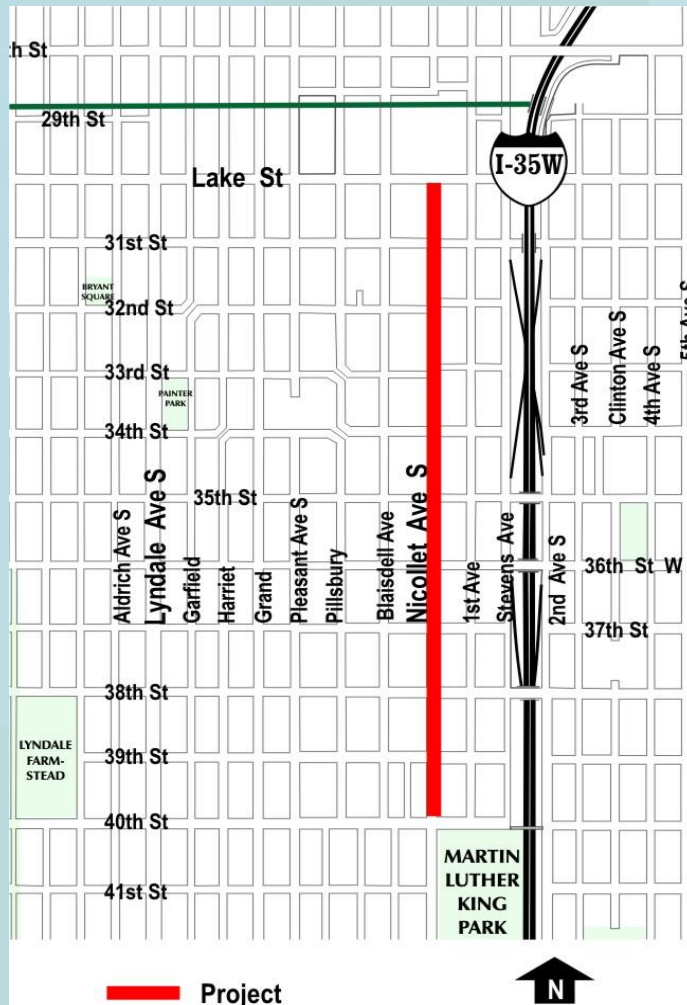


# Introductions

- **City Council**
- **City Staff**
- **Consultant Team**
- **Neighborhood Associations**
  - Lyndale & Kingfield
- **Business Associations**
  - NEHBA
- **Steering Committee**



# Project Background



- Roadway built in 1954 with overlay in 1977
- Pavement in poor condition
- Need to better balance vehicle and pedestrian needs
- Limited space available with right-of-way

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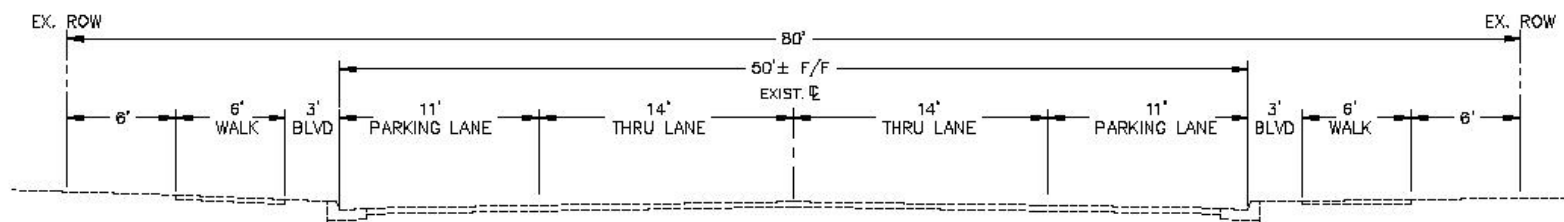


Existing 50' Street

# Nicollet Avenue Reconstruction



**Minneapolis**  
City of Lakes



EXISTING TYPICAL SECTION  
NOT TO SCALE

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# Public Involvement Process

- **Community meetings on June 6<sup>th</sup>**
- **NEHBA meeting on June 15<sup>th</sup>**
- **Steering Committee meeting on June 23<sup>rd</sup>**
- **Property/business owner node meetings**
  - **35<sup>th</sup> Street to 36<sup>th</sup> Street - June 24<sup>th</sup>**
  - **34<sup>th</sup> Street - June 28<sup>th</sup>**
  - **Lake Street to 32<sup>nd</sup> Street - June 29<sup>th</sup>**
  - **38<sup>th</sup> Street - June 30<sup>th</sup>**
  - **39<sup>th</sup> Street to 40<sup>th</sup> Street**





# Roadway Design Update

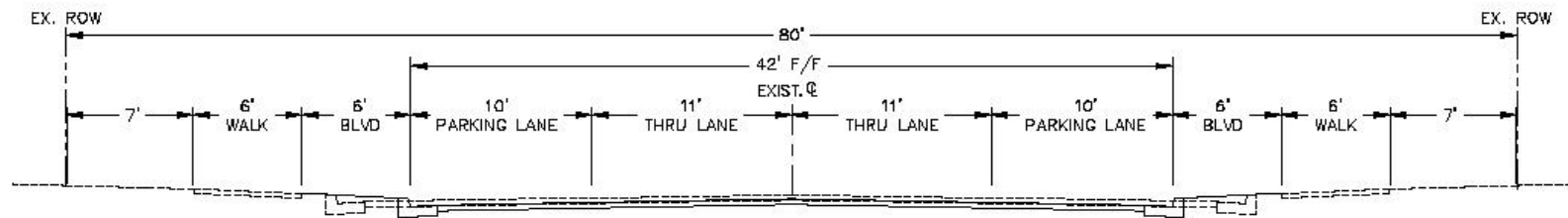
- **Proposed 42' street width**
- **Transition areas:**
  - **Lake Street to 31<sup>st</sup> Street (accommodate future reconnection of Nicollet Avenue)**
  - **31<sup>st</sup> Street intersection (left turn lanes and future reconnection)**
  - **36<sup>th</sup> Street intersection (left turn lanes and parking needs)**
  - **38<sup>th</sup> Street intersection (truck movements and lane flexibility)**
  - **40<sup>th</sup> Street intersection (transition to south)**



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PROPOSED 2-LANE SECTION  
NOT TO SCALE

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# **Bumpouts at Intersections**

- **Consistent with the City's adopted Pedestrian Master Plan**
- **Shorten pedestrian crossing length**
- **Improve sight lines for pedestrians**
- **Improved ADA accessibility**
- **Additional space for streetscape enhancements**
- **Evaluated on a case by case basis**

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# Example Bumpout





# Other Design Considerations

- **Driveways**
- **Parking usage and zones**
- **Areaways**





# Streetscape Elements

- **Base design**
  - Included in Uniform Assessment
  - Trees (min. 5.5' boulevard)
  - Tree grates
  - Grass
  - Street lighting (subject to petition and separate assessment)





# Streetscape Elements

- **Enhanced design**
  - Bike loops, special concrete, trash receptacles
  - Additional capital costs to benefiting property owners
  - Separate petition and assessment





# Streetscape Elements

- **Special Service District**
  - Banners, benches, planters, fencing, seasonal tree lighting, snow removal, watering/mowing
  - Additional capital costs to benefiting properties
  - Maintenance costs - commercial properties
  - Separate petition and assessment







# Construction Phasing/Staging

- **Project construction in 2012 and 2013**
- **Proposed north/south phased construction**
  - **Minimize duration of construction impacts**
- **Suggested phasing**
  - **Lake Street to 35<sup>th</sup> Street in 2012**
  - **35<sup>th</sup> Street to 40<sup>th</sup> Street in 2013**



# Construction Phasing/Staging

- **2 staging options being considered**
  - **North/south option**
    - Better on-street parking and business access
    - No through traffic
  - **East/west option**
    - Impacts on-street parking, turn lanes, and bus routing/stops
    - Through traffic maintained



# Construction Phasing/Staging

- **Technical Considerations:**
  - Underground utility work
  - Streetcar rail removal
- Options to be further evaluated once roadway & utility designs are determined



## Process/Schedule





# Questions & Next Steps